



# *Industry Day II*

**From present to the future**

**Colonel Scott McGowan  
Lieutenant Colonel Sam  
Smith**

**Aviation Plans and Policies**



# BLUF – Near Term Industry Desires

- Need command and control architecture to control globally and locally
  - Must be compatible across enterprise and scalable
  - Must be expeditionary: light and rugged
- Need to deploy globally quickly
  - Lighter systems and equipment
  - Example: lighter AM2 matting, lighter GSE, more common avionics, OPEN systems architecture
  - Require more nimble contracts that are responsive to fluid environment and adaptive enemy



# Vision Statement

A network-enabled and digitally-interoperable expeditionary aviation combat element postured to execute responsive, persistent, lethal and adaptive full-spectrum operations as directed by the MAGTF or Joint Force Commander.



# Aviation Priorities

- ***Sustain wartime operational tempo*** while improving current readiness and combat effectiveness through the efficient use of resources.
- ***Execute planned T/M/S transition strategies*** as an essential bridge to MV-22, F-35B, AH-1Z, UH-1Y, KC-130J, CH-53K and Unmanned Aircraft Systems.
- ***Improve warfighting integration*** and develop CONOPS while acquiring systems required to meet the future threat.

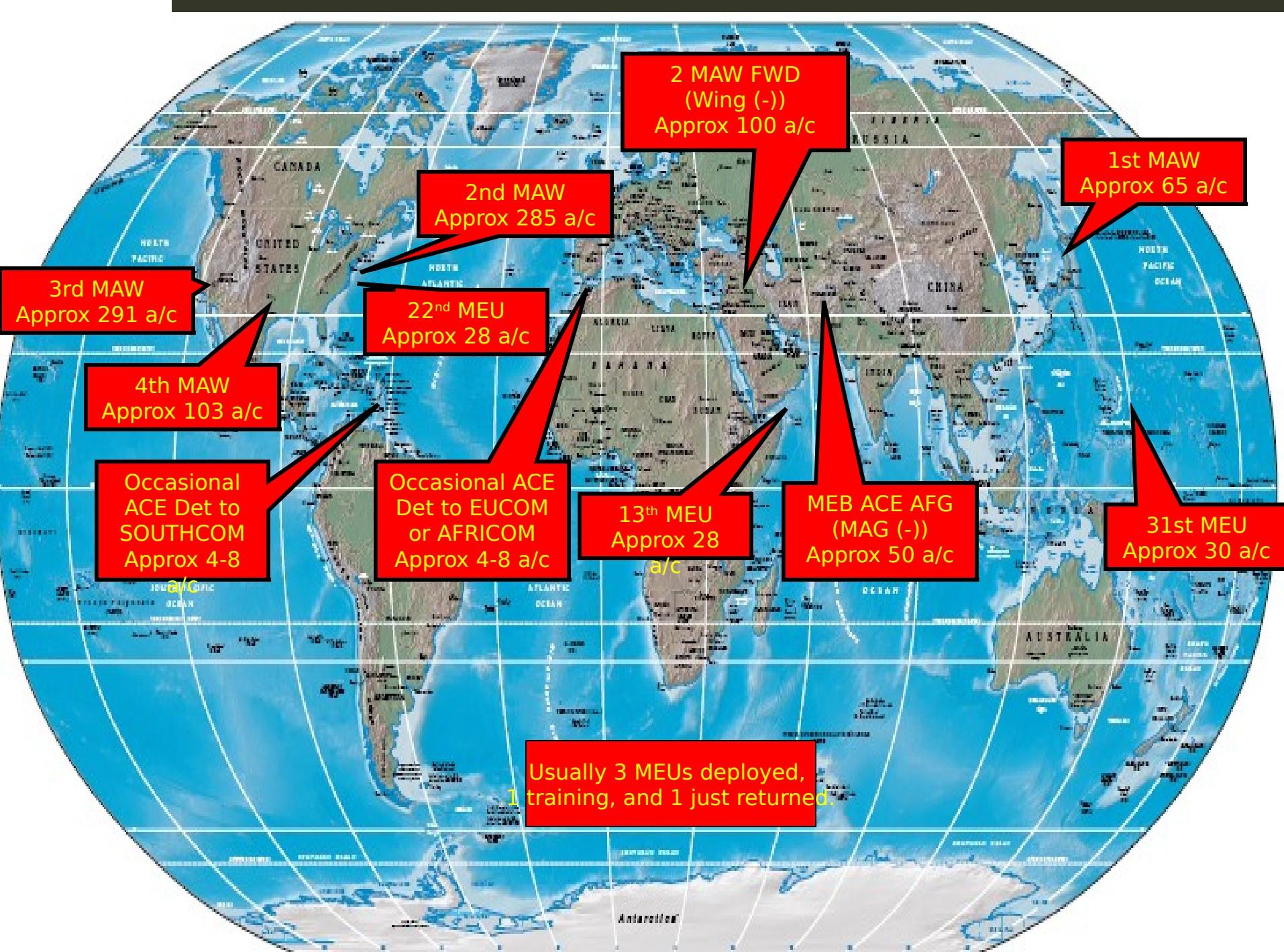


# Aviation's near battle



**SUSTAIN CURRENT OPERATIONS  
REMAIN ENGAGED IN THE CURRENT FIGHT  
MODERNIZE THE FORCE**







# Legacy Platform Modernization

- **AV-8B**
  - Dual Mode Laser Guided Bomb
  - Litening AT Block I
  - Strikelink
- **F/A-18**
  - ECP-583
  - ATARS SSR (F/A-18D)
  - Litening AT Block I
- **EA-6B**
  - ICAP III
- **KC-130 T**
  - Night Vision Lighting
  - ASE
- **CH-46E**
  - Engine Compressor Blade Coating (TiN)
  - ASE Improvements: LAIRCM, Forward Firing ALE Buckets
  - Lightweight Armor / Seats
- **AH-1W**
  - NTSU, CCU, TVDL, HDTs, Linkless Feed
- **UH-1N**
  - BRITESTAR Block II
- **CH-53E**
  - Engine Reliability (ERIP), DIRCM, CNS/ATM (Glass Cockpit)





# Marine Aviation Transition

## Today

KC-130 R/T/J



## Tomorrow

KC-130J

CH-46E



MV-22

UH-1N  
AH-1W



UH-1Y  
AH-1Z

SHADOW  
VUAV



CH-53E  
CH-53D



CH-53K

F/A-18  
AV-8B  
EA-6B



F-35B JSF



# Legacy MEU/HMM ACE & OEF

## DISTANCES IN NAUTICAL MILES

15<sup>TH</sup> MEU - FOB RHINO  
400NM

PASNI - FOB RHINO  
SHAMSI - FOB RHINO  
JACOBABAD - FOB RHINO

375NM  
130NM  
265NM

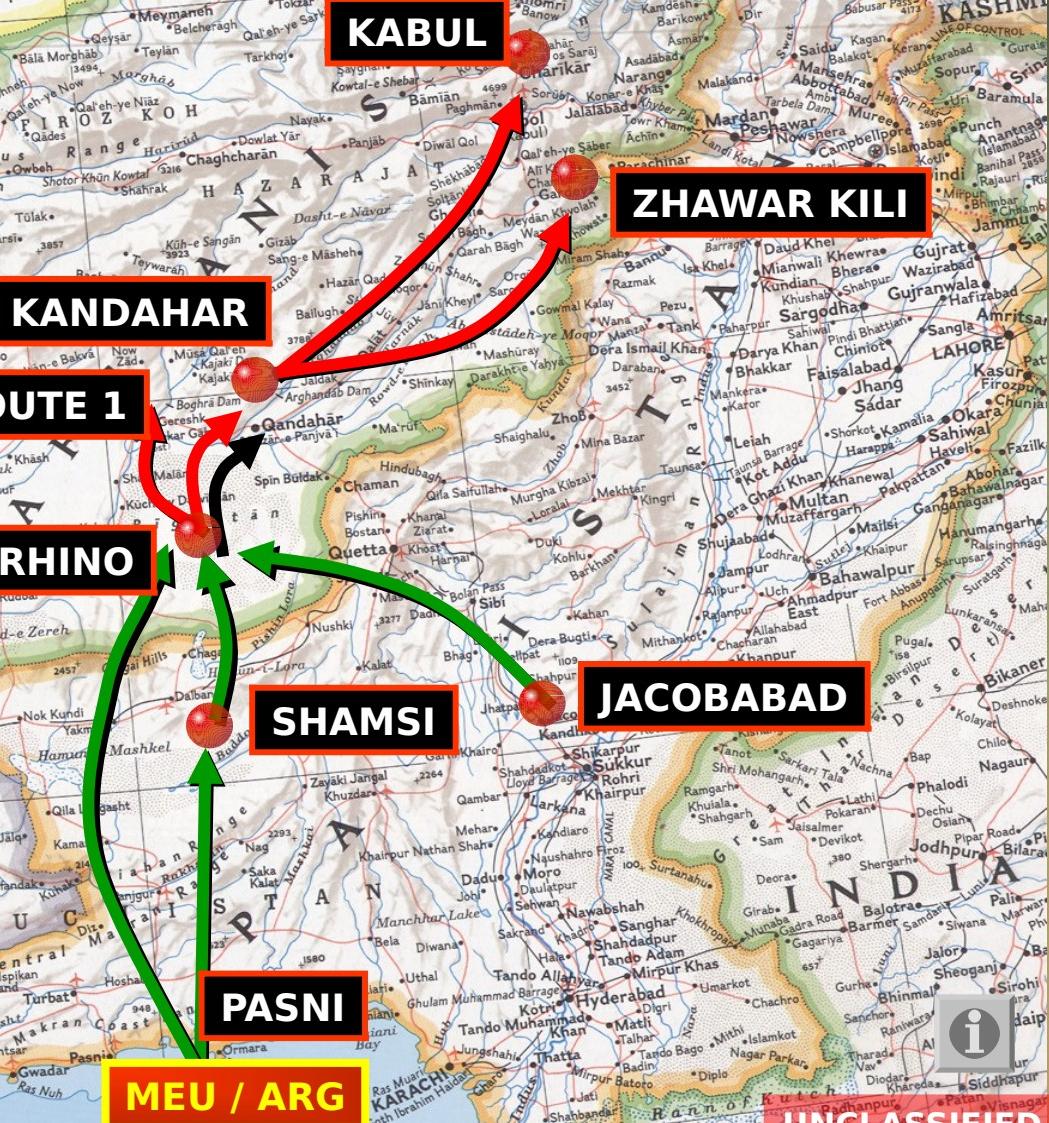
500 NM

400 NM

300 NM

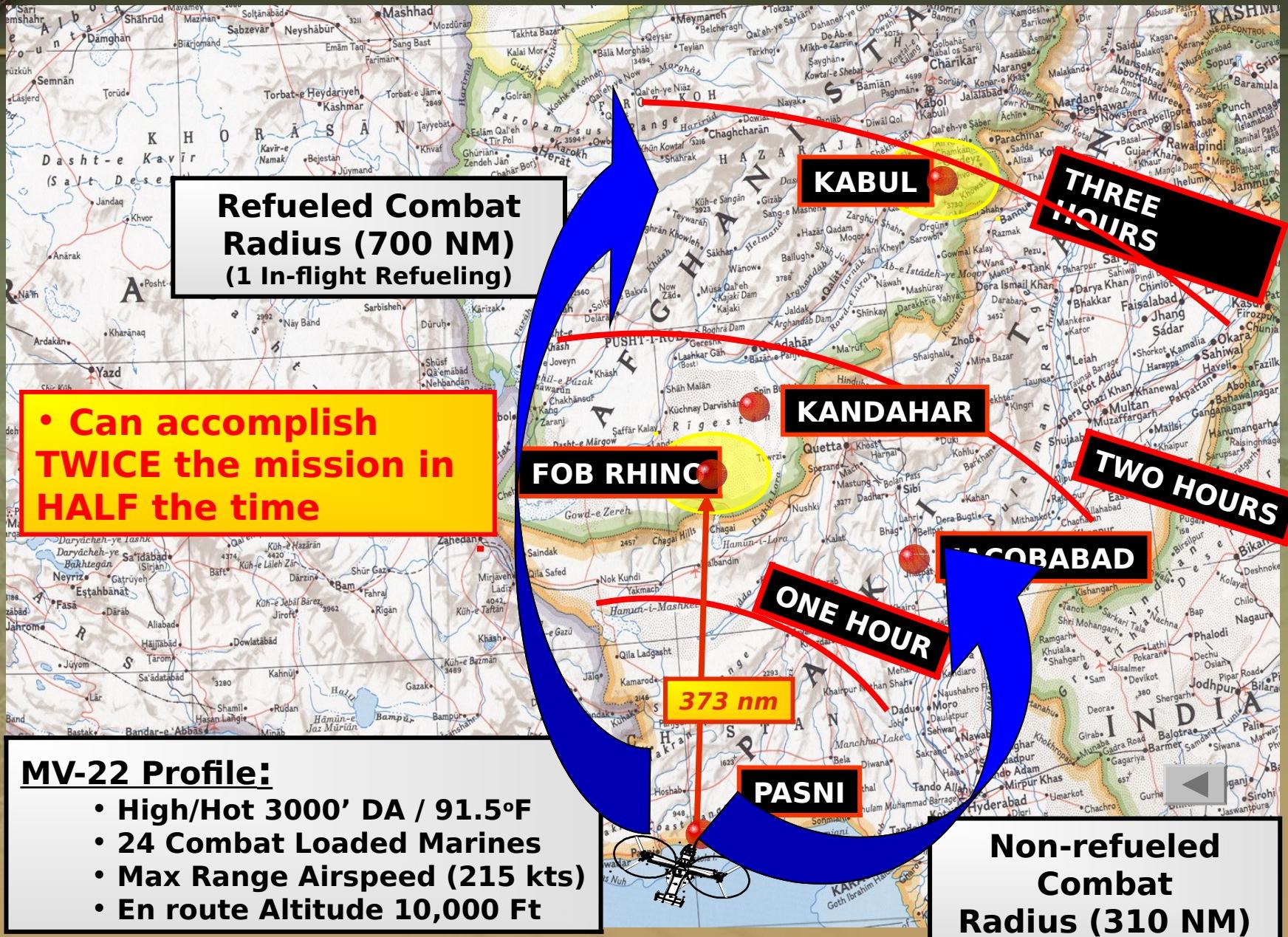
200 NM

100 NM





# FUTURE MEU/VMM ACE & OEF





# CH-46 to MV-22





# UH-1Y & AH-1Z

- Program of Record
- UH-1Y
  - IOC: 8 Aug 08
  - Obj: 100 (123)
- AH-1Z
  - IOC: 2<sup>nd</sup> Qtr FY-11
  - Obj: 180 (226)
- Build New Strategy
- HMLA-467: 23 Oct 08
- HMLA-469: Jul 09
- Program Goal is for 3 new HMLA squadrons.

Issue: Production Capacity vs Need to Replace A/C





# KC-130J

- Currently flying in Iraq (6 Aircraft) and Afghanistan (2 Aircraft)
- IOC: 2005
- Total Force:
  - 79 KC-130Js
  - (47 bought.
    - 34 delivered, 13 funded

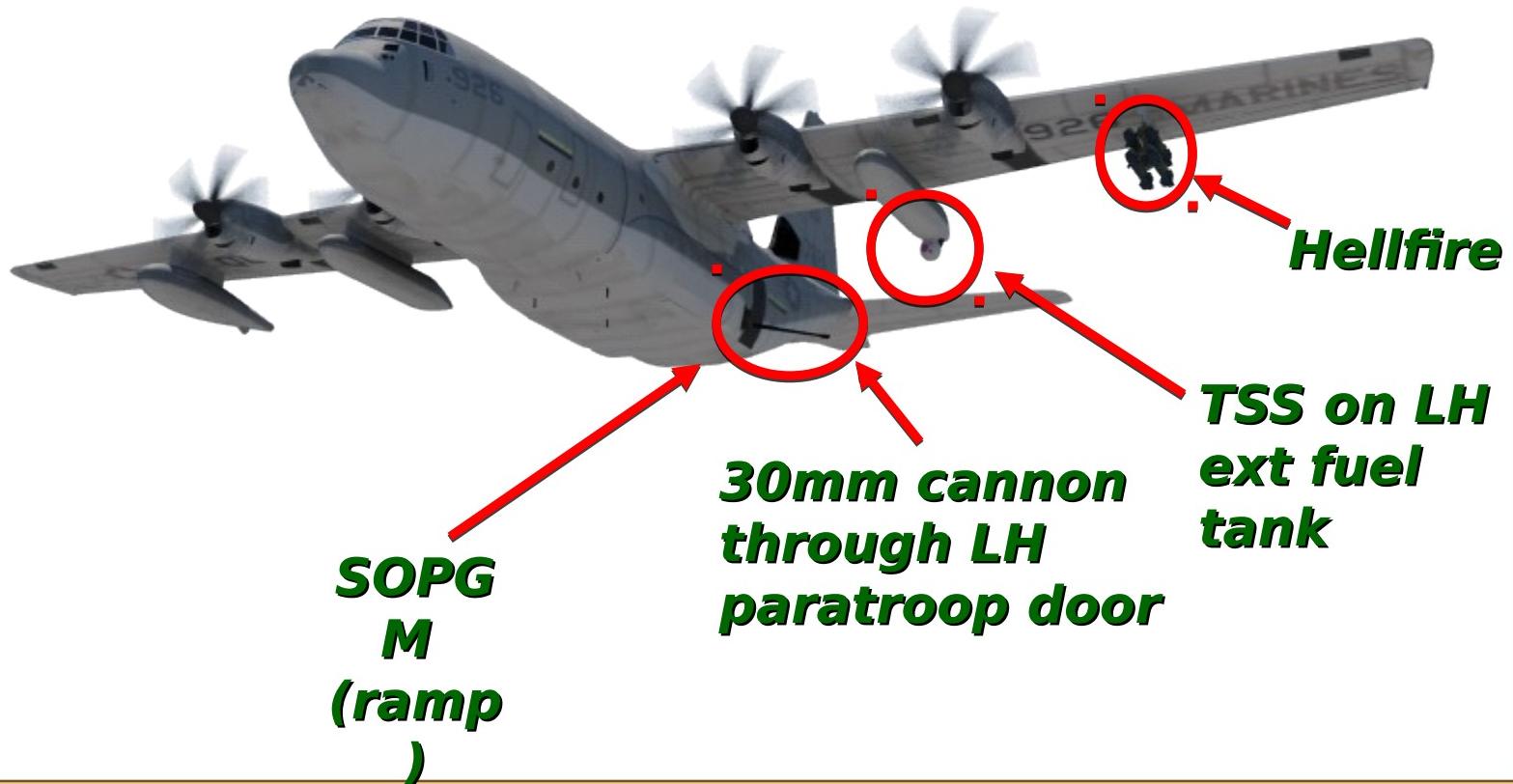


## Issue:

Georgia congressmen love this plane  
FY08: We asked for six...we got nine.



# KC-130J Harvest Hawk



***Roll-on / Roll-off & Rapidly Reconfigurable***



# Unmanned Aircraft Systems

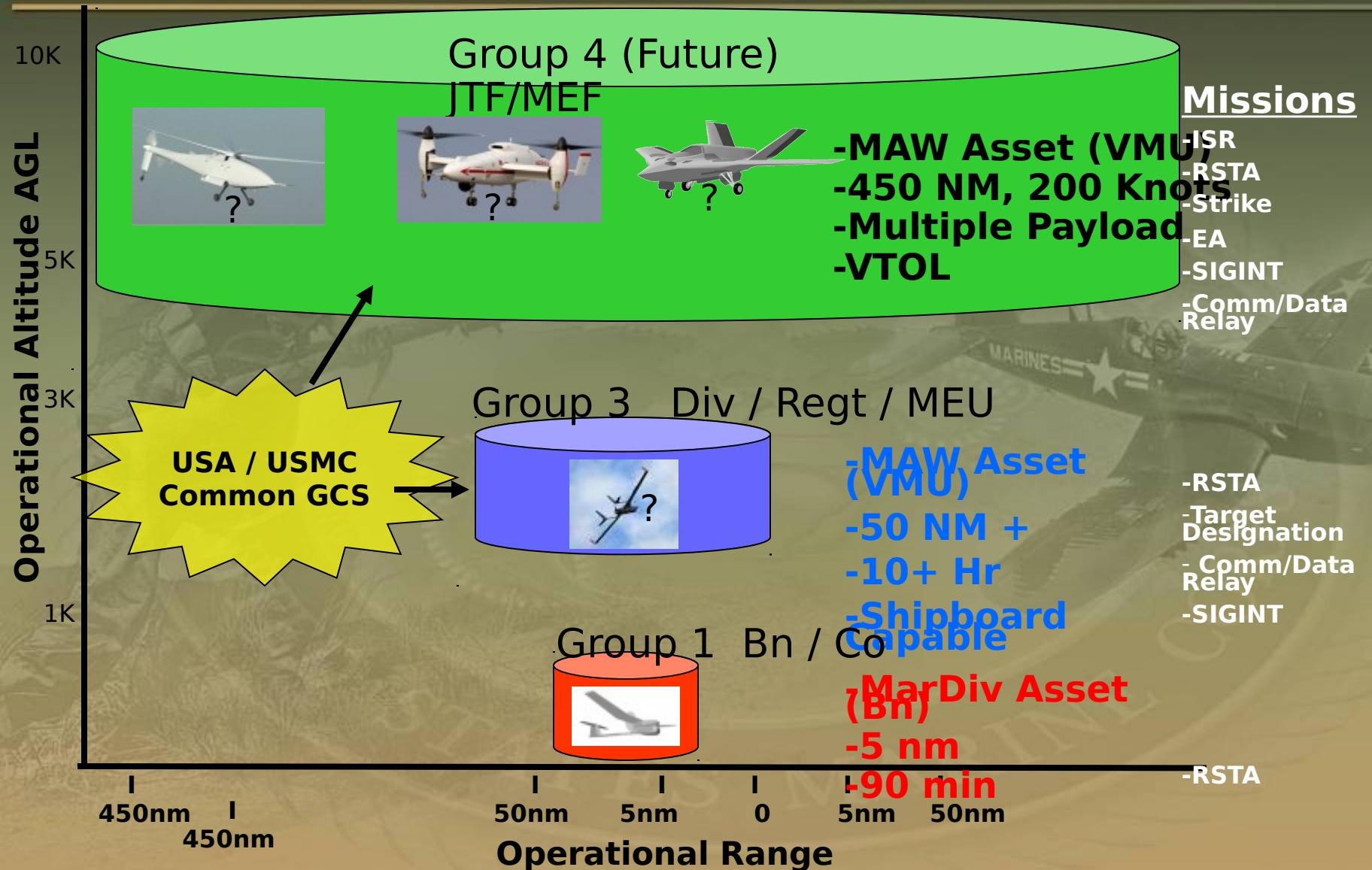


RQ-11 B  
Raven





# Future USMC UAS Family of Systems





# F/A-18 /AV-8B /EA-6B to F-35B





# STOVL Joint Strike Fighter

- First Flight
  - June 2008
- IOC: FY-12
- Objective: 420
- Program of Record
- Eglin AFB Integrated Training Center (ITC) 2010
  - PCS 2009
  - VMFAT-501 LtCol Jim "Baja" Wellons



Defined need  
that has survived  
the POM process  
and is in the  
FYDP.

Issue: Schedule vs USN Concerns

We go first. Navy IOC FY-16ish



# CH-53K

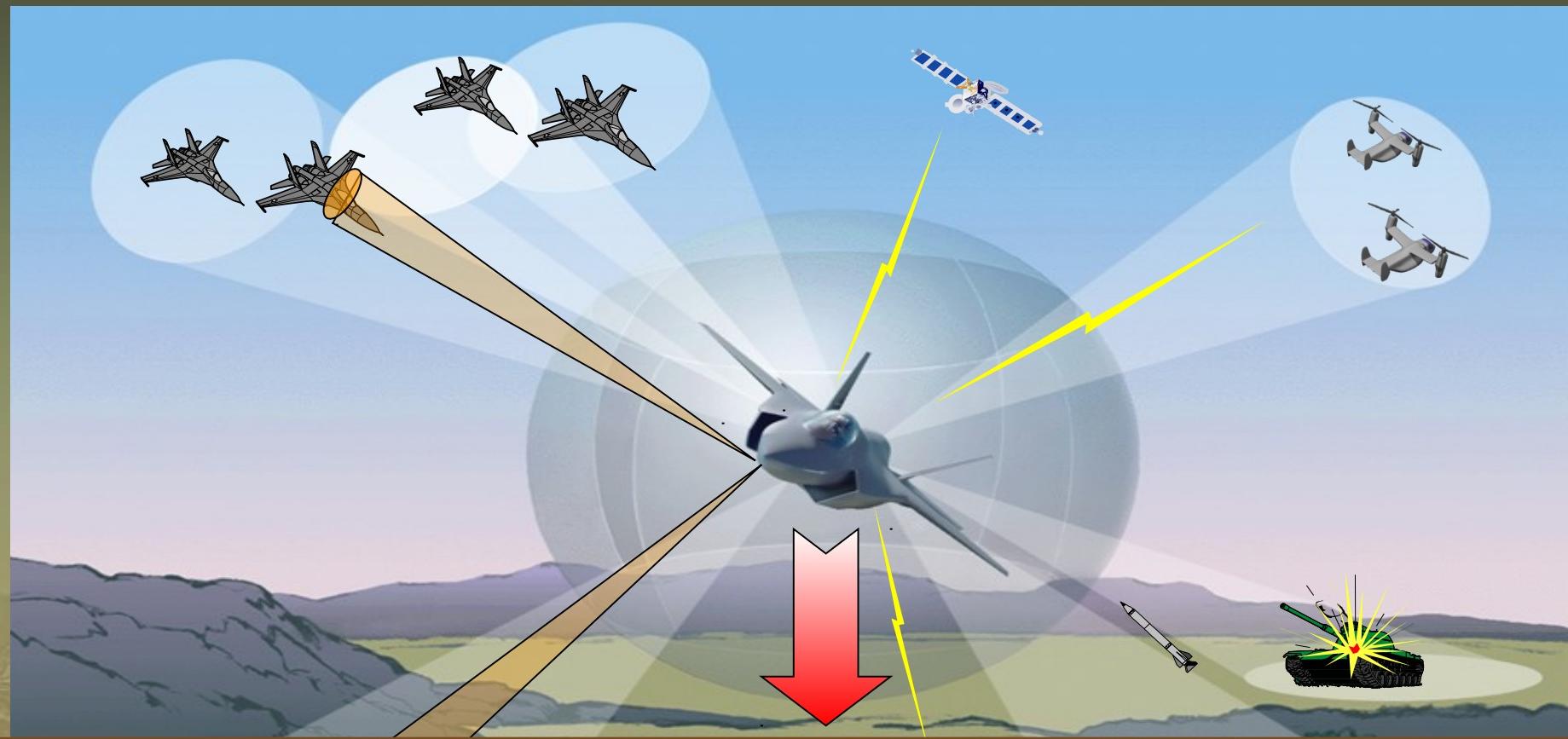
- AoA: “New build” most cost-effective (vs. SLEP)
- 53K is derivative design of CH-53E
  - New blades
  - New cockpit
  - New cargo handling
  - Drive train improvements
- Planned IOC: 2015

Issue: Sustaining CH-53E to meet CH-53K





# Summary: Transformational Capability



**WHOLE PROGRAM  
RESHAPES THE MAGTF /JOINT MANEUVER  
SPACE IN 4 DIMENSIONS**



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